## THE GREAT NEWPORT REGATTA.

' Full Account of the Yacht Race on Thursday.

VICTORY OF THE MARIA.

The Excursion on the Steamer Blackstone

Know Nothings in the New York Yacht Club.

SCENES-INCIDENTS.

Special Correspondence of the New York

OUEAN HOUSE, NEWPORT, Aug. 11, 1854. annual regatta of the New York Yacht Club took place at Newport, Stude Istand, on Thursday last, 16th instant. The readers of the Heaaldbave already been made aware of the result of the race by telegraph, and it remains for your correspondent to furnish the part culars, which are suffiiently amusing to interest ever those who have no particular care for 18 hting matters.

PRELIMINABY PROCEEDINGS. The tace of Thursday had long been advertised, and a great flourish of trumpets had been made about it so great, indeed, that a few people were induced to believe that some good might "come out of Nazaroth," and that even the New York Yacht Club might succeed in getting up a race which would be creditable to it. How far this aui fration was realized will be seen by the sequel. The regotta was thus announced :-

SEGATIA AT NEWFORT, THURSDAY, AUGUST 10, 1854.

The New York Yacht Club offer, to be sailed for at Newfort, on the '0th day of august next, a prize cup of the value of \$650, open to all as lieg vessels of over 15 tons, Cust in House measurement.

No allowance of time to be given for difference of ton mage. The entance money will be paid to the second tent in the case, but so far as tells money is concerned, the yachts of the New York Yacht Club will not be placed.

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The race to be from Fort Adame, starting at 10 o'clock A.M., out to sea and back, turning state-boats, so placed as to make the race as nearly as possible 40 miles. Sloogs to sail under jib and cain all only. And schooners under jib, foresail and mainsuil only. The committee will use their discretion as to starting on the appointed day, but if once started, to be a race, uprovided the distance is performed in eight hours. If the weather, in the opinion of the committee, is not sailable, or the race is not finished in eight hours, it will be post-poned from day to day not decided. The sailing regulations of the New York Yacht Club to govern, except where they conflict with the above stipulations. Enterance mover to be \$10.

The enties will clue on the lat day of August at moon, to be directed to N. Bloodynod, ceretary New York Yacht Club No. 4 Ploe street, New York, where copies of the New York Yoch Club sailing regulations and all other information can be obtained.

Georgie W. Blunt, New York, Committee.

The reader will notice that the usual allowance for tonnage, (forty seconds to a ton,) was not

for tennage, (forty seconds to a toa,) was not made, and a great many ill-na ured people said that this departure from the usual custom was caused by the fact that the "Commodore" of the equad on feared that his boat, the Maria, would be beaten by the new boat the Julia. The Julia measures 79 tons, and the Maria 116. This is, protably, "pure slander;" but there is no doubt that tevens wanted the cup, and that he had the

The next point that attracts our attention is the following sentence :- "The entrance money will be paid to the second boat in the race; but so far as this money is con erned the yachts of the New York Club will not be placed." That is, members of the club would not compete for the momey, but it was to be paid to the fastest boat entered outside of the club. But ever this dezaling priz -the immense sum of one hundred and ten dollars-old not secure the attendance of any of the Eastern boats. The outside et trice amounted to a solitary Harlem sloop, and Mr. Leder's America, from Philadelphia. There were at the same time, some twenty yachts and pilot boats lying in New York harbor; but even the offer of the magnificent purse above noticed, failed to tempt them to get under way with the New York Club. That shows how popular the nouveau riche members are. They show no court-sy to strangers, and diligently exclude the reporters from their boats even more—they refuse to give any information as to their movements; and the giving an account of one of their regattas is more like the pursuit of know ledge under difficulties, than anything your correspendent has yet encountered. The following entries were made previous to

Engust 1:—
Shoga Maria, 116 tons, (New York Yacht Club,) J. C.
Stevers.

Note I lice Jame, 89 tons, (Harlem.) Wm. H. Colwell.

Rop Jania, 80 tons, (New York Yacht Club,) J. M.
Vaterbury

Schooner Haze, 80 tons, (New York Yacht Club,) W.

B. Burenn.

chooner Cornella, 78 tons, (New York Yacht Club,)

M. Diggs.

Loop Gertrudo, 69 tons, (New York Yacht Club,) J.

M. Frenk-von.

of Cop Una, 58 tons, (New York Yacht Club.) L. M. Futherford. closp trene, 48 tons, (New York, Yacht Mab.) T. R. Hawkins er Mystery, 46 tone, (New York Vacht Club.)

Schoener Mystery, 46 tons, (New York Yacht Club, J T Step. Scop America, 29 tons. (Philadelphia.) R. F. Loper. Schorner Spray, 40 tons, (New York Yacht Club.) Moses H Grinnell.

Nearly all the boats in the squadron are included in this list, and as this is the beight of the New post season, it was expected that the attendance at the regatts would be very large.

THE POCESET TO NEWFORT-MOUNTING BEFORE THE The HERALD correspondent left New York on Wednesdey afternoon at five o'clock, along with several hundred other unfortunate individuals-many more t'an could be decently accommodated, on the boat. There were no state rooms, no berths, an only a miserable imitation of supper. Some hundred passes go a slept upon muttieses spread upon the cable fiver, and were continually disturbed by the wandering of peripatetic colored persons, whose

boots frequently approximated to the slamberers' noses. The idea of comfort on this boat securs to have been entirely exploded. Reactileg Newport at three o'clock, it was ascerthere were no rooms to be had at any of the hetels-that pleasure scekers had been sleeping to kitchens, hanging up on pegs, repesin on dining tables, and otherwise making "the best of things for the week previous. So the unfortu rate persongers growled, lounged, smoked, drank and slept is chairs until breakfast time, thankful

that there was still something to eat. After breakfast, the great inquiry was, how sh but, after a great deal of difficulty, a handbill was discovered, which announced that the steamboat Black-tone would, in consideration of the sum one deliar, convey the great public to the scene of the great race. It was also announced by the committee, that they would patronize the Blackstone on at ten o'clock, and a rush was made to that place in consequence. During the early part of the morning the sky had been overclouded; but at teno'clock the sun burst forth in the most brilliant sty e, though not particularly comfortable for the crowd on the hot and dusty wharf. They waited, perspired, and

intes to cleven, the Biackstone hove (

sight, already filled up with a large party that she had brought from Providence; but no committee. There was a great rush to brand her and severa delicate females got tremend-usly squeezed. Two ladies acreamed nod said their sockets had been cut off. Every body trud on every boiy's toes, and there was any quartity of severe remarks, as well as no little disappointment at the defection of the committee. The captain of the Blackstone announce that the missing gentlemen had "made different arrangements," and had gone on board the "Fire Fly," -as a little steam tug I okurg affair, dignified with the name of a yacht, and owned by Aspinwall

of New York, was called. Well, the Black-tone screamed, whistled and norted, and got under weigh, and after all our trou bles we were fuirly started for the regatta. The officers of this bost, with a degree of courtesy which stood out in strong outrast to the snebbis ness of the Yacht Club, gave the reporters the parts of the boat were an amfortably crowded.

APPEARANCE OF THE HARBOR, STC. At this time the inner harbor presented a m contiful appearance. In addition to the club boats, over a bondred yachts of all kinds and al sizes were underway-t'eir white canvass glisten ing in the sun as their sharp bows dashed aside the waves-the little Fire Fly went sputtering aboutthe steamboat glided majestically out towards the sea, and the interest was heightered by the merry sengs and jocund laughter of the gayly dressed parties which were to be seen on board all the boats. Such an array of beautiful models, sharp hows, raking masts and white canvass never was seen in Newport harbor before. Among others George Steers' new pilot boat "21," attracted attention by the beauty of her model; also the fine new yacht Starilg't, of New York; the Eclipse the Minns, (of Bostor.) and the Humming Bird, o Salem. Hop. Mike Walsh, M. C., was one of the party on board the pilot boat.

On the left could be seen the shore, with the bleak rocky road to Fort Adams, filled with a neverending line of vehicles of all kinds, from the splendid turn out of a Fifth avenue parcent to the hi ble express wagon. Some idea of the show may b gained by a knowledge of the fact that six hundred vehicles passed through the toll gates during the day, and every available animal of the horse species in Newport was engaged before ten o'clock on the eventful morning.

Before you rose the lofty walls of Fort Adams, as if frowning upon the frivoilty a ound them; toward the sea you might de-cry Castle Point, alre covered with an ex estant crowd; 'ar out to sea, the vision was saluted with hundreds of crafts of a'l kinds; while in the rear the v llage se med more quiet than ever, by contrast with the bustle in the

affair when compared wth the outside exc The club men did their best to enjoy the day exclu sively, but the people bad ev dently determined that they would part oipate in the festive scenes; and they did, "with a looseness." In the mner harbor there was a northerly breeze.

BETTING, ETC .- THE JULIA. To people "po ted up" in yachting mat-ers, this race was one of considerable interest, and there was some money in out well known that the Maria (J. C. Stevens) has been the fastest as well as the largest boat in the squadron; and when she entered for a cup it was almost tantamount to a decision of the race before it was made. But since last season a new and dangerous competitor had arison from the stocks of George Steers, in the shape of the Julis, a sloop much re-sembling the Maria in reef, although differing in nodel, and not equal to her in measurement. Great things were expected of the Julia; and these expectations were not destined to be disappointed; for, although she did not win the cup, yet she was only beaten nine minutes, which is pretty close work in a forty mile race.

The popular feeling was all in favor of the Julia, Esq.) does not believe in the exclusive policy, which is an unpopular feature in the management of the club. The betting was two to one in Muria's favor. For the second place, the odds in betting were in favor of the Gertrade.

THE START-THE BACK-THE EXCUSSION OF THE

The judges took up their position in the Fire Fly. lying off Fort Adams, at 10 o'clock. These gentle men-J. Prescott Hall, Colonel Morris, and Doctor Jay-gave the signal for starting soon afterwards, and at fifteen minutes past 10 the Gertrade, the first vacht under way, shot past the stake boat, America, Julia, Mystery, Eilen, Jane, Irene, Hoze, Cornells, Una, and Spray followed in the order as we have mentioned their names. As the yacuts ran off before the east north east breeze, they presented a most beautiful appearance. The Muria and Julia soop took the lead; but, just after they had passed Castle Point, the breeze began to die away, and it was feared that the race, which had commenced so brillantly, would be a fatter after all. But as the yas his got further seaward, the b coze fresheard and banled E.S.E. so that it was fair for them to lay their course for the stake boat, which was moor ed twenty-one miles from Fort Adams, off the north there was a good stoot eight knot breeze, and the yachts getting it abea n howled stealify along. The yachts were accompanied by many other boats, and smoog these the pilot boat "21," the yachts Star light and Eclipse distinguished themselves by the lightness of their heels. George Steers accompani ed the Julla, but did not sail ber.

The scene on board the Blackstone now began to e interesting. There was a very heavy swell, and we had many passengers, male and female, whose nautical experience had been very limited. During the early pirt of our voyage the bracing atmosphere the smooth water and their burried movements (in some cases superseding breakfast) induced them to eat heartly of salt ham, sponge cakes, berry ples and other edib'es of the same nort, facetional called on board of steamboats and at railway sta tions "refreshments." Now, when we got outside the sea was rather rough, and the Black stone not being very "stiff," rolled, pitched, and plunged, and shricked in a most extra ordinary manner. This conduct on the part of the boat caused considerable commotion in the interior arrangements of many of the passen--the promenade deck was almost desolate of beauty, and the ladies' saloon was filled with fair creatures in the most extreme state of distress The stewardess was almost frantic in her endeavers to answer all the calls made upon her, and the ladies, it seemed to us, did not look quite so beauti-ful as when they left the wharf.

Neither were the men altogether free from the at-tecks of Neptune, and many of them paid tribute with the most wor-begone countenances. One young gentleman, distinguished for his personal beauty, a correspondent for a New York paper, fell an early victim, and was ill during the whole trin. While opening a window to relieve him, another correspondent received a severe wound in his right hand by the breaking of a pane of glass, so that the HERALD reperter was left the rady " sound" sews.

rolled, and still the ladies grouned and the men looked "uncertain." They had that peculiar an pression waic a precedes a declaration that the vis-tim "never felt better in his life," and then you see out his devetions; oh, not only to see which boat is

We were se far away from the yachts that we could see but little of the race, and some of the sick passengers prevailed on Captain Childs-a joily, good, kind, as commodating oil sout-to go about, and the boat's head was put toward Newport. This did not please several gentlemen, was claimed that the boat was advertised to go to the stake boat, and they had paid their money to go there, and they indused upon going So the B ackstone went about again, and her head was pointed toward the stake boat. The sick people who had passed from being disgusted and discens state of utter prostration, now disposed themselves on coils of rope, chai s, ballast boxes, becches, and so forth, and slept soundly. Toelr attitudes were not strictly classic, and their general appearance was anything but beautiful. These who could not steep looked timp and pensive. Locomotion was impossible, and eve shody came to anchor where the happened to sit.

With a glass, we descried the Maria rounding the stake boat, at half-past twelve, followed by the Julia and the remainder of the squadron, it seemed in about the same order that they started, with the exception of the Mystery and the Spray. They were so far behind that they re. turned without rounding the stake boat. Meantime the wind had hauled a little, so that the Maria laid her course up, and was not obliged to make a tack; cown. It was the opinion of those learned in such matters, that, had the home passage been a dead beat to windward, the Julia would have been victorious. With the wind abeam, the Maria's length saved her, and her success only proves her superiority in this point of salling.

At about half past one o'clock the Blackstone was turzed round" for Newport, very much to the delight of the female passengers. The return of the yachts was almost as pretty a sight as the start, but it was not appreciated, because those of the ontsiders who were not sick and disgusted were hungry and thirsty, and had more of an eye As we passed the Maria, the Black made to get up three cheers. It resulted in the giving of about one cheer and a half. However, on the principle of being grateful for small favors, we suppose, Commodore Stevens came dewn to lee

As the Maria rounded the stake heat, (the Fire Fly.) at tweive minutes past three, the band on board played "Hail Colombia" in a very consump-tive style. The ladies waved their handkerchiefs -" some followers of my own threw up their caps"the race was over, and the Maria had won the prize fourth, the Gertrude fifth, the Irene sixth, the Ellen Jane seventh, the Cordelia eighth, and the America pinth. As the contest for the entrance money (\$110) was only between the Etlen Jane and the America, it was given to the first named boat.

So ended the grand regatta at Newport, and every thing in that quiet village "returned unto its accustomed place." Probably affairs in the rest of the world went on in precise y the same manner as if it

But the reporters' troubles were not over. It was necessary to get the time, for publication, from the judge's record. Not a judge could be found. Appli cation at the Club House was recommended. Went to the Club House—a very pleasant clace, but it seemed more like a ledge of "Know Nothings" than any thing else. Youth, playing billiards, knew nothing: lounging member, knew nothing; a respectable looking colored gentleman, was really and totally devoid of anything lik-reliable intelligence. After calling to our aid a Boston and Newport editor, carry the enemy by an attack of boarders; and procuring a boat we first assailed the Fire Fly. lying in the stream. She prepared to repel boarders, and a parley was held. More Knew Nothings; no judges aboard; they might be aboard the Maria things; returned to the Fire Fly, and one geotleman said we "might" get the time on board the Julia as Mr. Waterbu y had copied it from the judges' re cord. Going alongside of the Julia, we were cour tecusly received (what a nevelty it was after the Maria and the steam tug!-yacht we mean), and

			Started.	Returned.
Yochiv.	Com'ders.	Thing.	h m. s.	A. m. s.
Gertrude	Pendleton	69	10 15 00	8 49 39
Maria	Stevens	116	10 19 30	3 12 30
America	lo,er,	29	10 19 40	4 28 55
Julia	Waterbury,	80	10 21 40	3 24 54
	Stagg		10 22 00	-
Ellen Jane.	Cotwell	89	10 23 45	4 06 13
	liawi ins		10 24 10	4 01 11
	Dunean		10 26 10	3 46 85
	160gur		10 29 48	4 20 38
	Rutherford.		10 80 50	8 47 38
	Grinnel		10 31 00	-

The Maria on it will be usen had a narrow es cape from defeat, even with everything in her favor. Had the wind been different the race would have been much more exciting. We understar the Julia is ready to sail with the Maria, for one thousand dollars aside, twenty miles, one way before the wind and the other a dead beat to windward.

At Newport the Herald correspondent received welcome courtesies from Capt. Waterbury, of the Julia; Capt. Childs, of the Blackstone; Mr. Crauton, of the Newport News; J. F. Marsh, Esq., of the Bost in Bee; and M. Ormsbee, of the Ocean House. Neither of the officers of the club or the this snobbish feeling does not extend to all the members of the club, and that there is a hope of better things in future. As we frequently find gen-tlemen among real sallors, why should we not meet with such phenomena among the imitation "salts?

About half past seven o'clock last evening a fire was street, owned by Mr. Henry Rausher, and occupied by him as a such and blind manufactory, except the third

FIRE IN BROADWAY. Foon after the alarm was given in the Stath district for the fire in Suffolk street, the bell sounded for the

# Half past twelve come, and still we pitched and , NEWS BY TELEGRAPH.

THE TRESTING FROM WASHINGTON.

THE SAN . UAN AFFAIR.

DESTRUCTION OF HE UNI ED STATES FOUNDRY

LATEN FROM HAVANA AND KEY WEST.

The Recent State Elections.

Proscriptive of Roman Satholic School Teachers in Philadelphia,

do.,

THE NICARAGUA PROTEST - PROBABLE PIZZLE OF THE AUMERA TRATION.

A ASSENGTON, Apr. 11, 1854. Minister had entered a strong protest against the nifale at San Juan, is an exaggeration. I understand that Mr. Marcolets, in common with the R. glish and French Minlosses of Nicaraguan citizens resident in Son Juan, and property there in transit or on departt, will be made good. Mearagua bas always mainta'ood her right of unjustly coprived by the English in 1848, and she ha repeatedly a ked our government if in case she proceeded to occupy the port, the American government would hold her sale against the assumed British protectorate. But she has uniformly been told that the United States arest recognise the de facto government of San Juan until final rejustment was made of the whole question.

I learn that the only foundation for the report of strong protest," above alluded to, war a note of th Micaraguan Minister, regretting that Capt. Hollins was not instructed to seek out and punish the guilty, instead of involving the entire property of the innocent and quiet citizens of friendly nations, in a correspon destruc tion. He also expresses the hope that in doing so Capt Hillins exceeded his instructions, and will not receive

The Nicersguans may well complain that their property a destroyed by their professed friends, who, so far from relieving them from upjust British pretencious, first rein them, and then leave them to the tender mercies of British martial law.

It really seems as if San Juan is now more decidedly in British grasp than ever before, and that the expiring protectorate is invested with new ritality. Depend upon it, the seministration will knuckle under to the binster of England on the subject, and that Nicaragua will be surekealy sent to the dogs. Between American treachery and English unscrupulousness, she stands a poor chance

DESTRUCTION OF THE U.S. NAVY YARD POUNDRY

The U.S. Navy Yard Foundry was totally destroyed by fire this afternoon. At the moment the fire occurred, the workness were cogaged in castlog the cylinder of the U.S. steamer Fulton, and had about two thirds of the metal poured into the moulds, when the latter exploded—th sruption instantly setting the building in a blaze. At the time of the explosion, there were nearly one hundred spectators, in addition to a large number of workmen in the building, and all fortunately escaped without serious damage. The adjoining buildings were caved from destruction by strenuous exertions on the part of the

The Star of this evening says there is no truth in the report that the French Minister had made a demand for \$600,000 from the United States government, for damages to properly of French subjects at Greytown.

We have intelligence from North Carolina anguing.

We have intelligence from North Carolina announcing death of Col. Sillington, one of the neety-elected state

Boston, August 11, 1854.

morning, after a few days illness. He was commanded of the Charlestown Navy Yard.

Ex President M Imam

Ex President Fillmore and son are staying at Skene steles at present, as the guests of William Fuller.

TON, AND DEPARTURE POR NEW YORK CHARLESTON, Aug. 11, 1854.

The steamship Isabel, from Havana, the 8th, va Key West on the evening of that day, acrived a his port last evening, and after discharging, sailed fo New York this morning, to repair and lay up for about two months, as is usual at this season of the year. In We learn from Havana that there were well grounded

reports in that city, to the effect that a high official, re dding on the south side of the island, had been assuesi

government of the island-a new Governor, to succeed Jeneral Postela, was shortly expected. Additional troops had arrived at Havans, two hundred

and thirty, direct from Cadis, having landed on the 4th The city continued to improve in health, but was more

than usually dull.

The sugar market continued very firm, and for som

unlities higher prices had been paid Molasses was scarce, and very firm at previous rates.
Freights to Europe and the United States were very
dull, but without quotable change since previous advices

There were but very fow vessels in port at Havana, and these were of a small class. FROM KEY WEST.

The island is reported to be quite healthy.

The repairs on the brig Ckopatra had cost \$3,100, and the expenses of the cargo \$1,051. The value of the value A bark, (name not reported,) bound to Havana with

;ce and glass, was wrecked on the Bimini Islands on the 28th uit. The vessel had bilged, and part of her cargo was taken to Nassau by wreckers The topsail schooner Scote, of Ellsworth, Ma., put Jato Key West leaky, on the 4th last., and discharged her

cargo by order of the surveyors. From Hoston.

THE DROUGHT IN NEW HAMPSHIRE-NEW LIGHT-HOUSE-TWO ENGLISH DESERTERS DISCHARGED FROM CUSTODY.

The drought in New Hampshire, particularly in Bel-nap county, is very severe. The dead grass and stubble are se dry as tander, and fires are raging in the woods

Congress having appropriated \$5,000 for erecting a lighthouse on Egg Rock, near Nahant, the works are to be abortly commenced.

The two Ergtish deserters, Prichard and Carey, were

further examined before United States Commissioner Woodbury, on the charge of robbing the Queen's treasury at Sidney. The Commissioner hold that the offence proved was lerceny, which effence was not in the Ash-burton trenty; he, therefore, ordered their discharge. they were then immediately taken in charge by the State authorities, the Egitch Consul having made a complaint against them in the police court for simple larceny.
The announcement of their discharge was received with applause by the availence in the court room.

Nourous, August 11, 1854. The ship, Stias Holmes, Cart, Griffith, from New York and to New Orleans, when off Cape Hatteras, on the sih ir stant, encountered a severe gale, and sustained cor siderable damage. All of her masts were partially demasted, and she has put in here to repair.

The steemebip Granite State, from Baltimore, ben'all osten, put in here restorday to repair her boiler.

### North Carolina Election. BALMIEN, August 14, 1864.

All the counties have been heard from except McBe well and Bunco. the. .

kee, Caldwell, Peywood, Hyde, Henderson, Jackson, Ma-con, Rutherford, Nichmond, and Davie.

The Senate will prabably stand tairty democrats and twenty whigs; and the Commons, sixty-three democrats

and fifty seven whigs. Bragg's majority for Governor will not be less th The Senate will not be less Coan four, and may reach

ten democratic majority.

The licuse will not be less than two, and may possibly nount to six majority for the democrats.

Iowa Election.

Denogen, Aug. 10, 1864.

Nine counties in this State have been Beard fro m, and the figure show that Jame- W. Grimes (whig and anti-Nebraska) for Governor, is 300 abond.

Hempstead, for Congress, in the same counties has like majority.

Roman Catholic School Coachers Prescribel

PHILADELPHIA, August 11, 1854.
The newly elected School Directors in the lower rection

of the city, have removed some fifteen of the teachers in the public schools, within the last few days on (it is anderstood) sectarian grounds—all the discharged teach ing is being nanitested liere among the friends of the p-escribed teachers, and the matter seems likely to greatly wider the already existing breach between the Protestants and Catholics in this city.

The Recent Railroad Frombles at Brie, &c.

BUFFAIO, August 11, 1864. Mr. C. C. Dennie, the Superintendent of the Buffalo and State Line Railroad, was found guilty of kidnepping by an Erie jury yesterday. The charge arose from the late riot at Harber Creek during the Erie Railroad disturbance. When the mob endeavored to lynch Dennis, the cars were put in metion to protect him, and a Harbon Creek man named Cooper, who was on the train, was carried into New York State.

Reported Fallure of two Western Banks.

Reports have been current in this city to day, to the rejudice of the "Ronsselear Bank" of Indiana, and the "Indiana State Stock Bank" of Peru. During the afterpoon the notes of both of these banks were refused by most of our city banks and principal brokers.

leedont and Death on the Lowell Railro Hosron, August 14, 1854.
On the Lowell Railroad last evening George Scales, rakeman, was instantly kitled by his bead coming in contact with a bridge. His hat blew-off, and he was reaching to catch it at the time.

HARTPORD! August 11, 1854.

The exchange office of Sidney Purney, Esp., was entered this noon, while the owner was at dinner, and robbed of five hundred dollars in gold.

A few days ago we gave brief biographical sketches of the distinguished strangers at present staying in New York. In addition to these we have to mention the following, who have since arrived; and who are at present at the Metropolitan Hotel :-

M. Stocki, the lately appointed Russian Minister. E. Corbet, Member of the English Parliament, Viscount del Grobon, of the Spanish legatior.

M. Bedisco, of the Russian legation, and nephew of the late Bossian Micister. M. Bodisce, of the Russian navy, and brother of

Madame Bodisco, wife of the late Russian Minister,

and her two sons.

A splendid entertainment was given last night by M. Stockl, to Mr. Corbett, at which Viscount del Grobon and the members of the Rassian legation

Ex-President Cevallos and the other distinguished Mexicans are still at the Metropolitan Hotel, which has now become the great resort for strangers of

Hon. Joe. R. Chandler, Philadelphia; Hon. Geo W. Jones, Iowa; Commodore Parker, U. S. Navy; Hon. B. C. Eastman, Wisconsin; Hon. W. L. Helfenstein, New York; Hon. M. Nesten, Washington; Eleut. W. M. Wa ker B. S. Navy; Caple Kre. B. R., London; J. Saml. Effond, Fgypt; Jno. Ross, Enghand; Rev. Jno. Broome, do.; Major J. J. Peck, yracuse; Contra Admirant Forcellisdo, Lima; Fran. Ucete y Guerra, do.; Dr. Don Fran. Natere, do.; S. Kem. Kraig, Australia; C. C. Algo, Newburg, were among the stravals at the St. Nicholas libitel yesterday evening.

Six Edward Corbett and family, British Legation and member of Parliament; M. Soleyus, Belgian Minister; Viscount del Grahon, Spanish Legation; W. Bodisco, Russian Legatior; Medom Bodisco and family, Washington; Hon. Mason Brown, Kentucky; M. de la Guardin, Mexico; Capt West, St. Lvala; General Comerfort, Mexico; Hon. B. F. Eall, Arkenses, were among the arrivals yesterday at the Metropolitus Rote.

Hon. John B. Weller and lady, U. S. Senator, from California, wase among the departures from the Motropolitan yesterday for Newpork.

Gen. Brawly: Hartistony; J. S. Honner and two Miss. Benners, New Orleans; G. E. Wooderson, Valpunico; Col. E. D. Nye and servant, Masouri; S. N. Travis, Central America; J. J. Republika U. S. Army; Lewis Gross, Mexico, were among the arrivals yesterday at the Aster Busse.

Hon. B. Phelps, Salem, Mass.; John Miles, Hudson Ray

Aster House, Salem, Mass.; John Miles, Hudson Bay Company, Leadon; Lieut. R. G. N. Radford, U. S. Navy; Bon. Marritt Clark, Vermont; Col John W. Nixon, New Orleans, were among the arrivals at the Irring House

Orleans, were among the arrivals at the Irring House pester day
Rev. W. E. Knoz., Rome, N. V.; U. Sennott and family,
New Orleans; G. L. Haight, New York: J. B. Konney,
Boston; J. T. Cooke, do.; W. C. Cassell, Zaosbia; O. Goodwich and lady, Camden; W. C. Aiburtis, were among the
arrivals at the Prescott House yesterday.
There are over five hundred guests at the Ocean House,
Newport, and among them the following named persons:
—Gov. H. Seymour, New York; W. C. Bhinelender and
family, do.; N. H. Wolfe and family, do., President Curs
Exchange; F. L. Barreda, Haltmore; Alcerman Chauncey, New York; J. H. B. Latrobe, Beltimore, President
American Colonization Solety: Hon. C. Gayarro, London; U. B. Senator Wright, New Jersey; U. S. Sonator,
Brothead, Pennaylvania, Hon. James Dixon, Connecticut; Eir Wim. Boyd, London; Glendy Hurbe, New Orleans; Pr. Jackson, New York; W. H. Russell and Lawf
Ly, do.; Geo. Steers, do.; Capt. Isham and Joe. G. Presson,
U. B. Senator, Markey, W. H. Russell and Lawf
Luiffernia.

ARRIVALS.

iy, do.; Geo. Steers, do.; Capt. Isham and Joo. G. Perest.; California.

ARRIVALS.

From Aspinwall, in the attenuship Empire City.—J. Juff-bin and sister, A Anatus, Francisco Georgia, Gogota, Gog. W. Boole, R. Bevoe, E. R. Menring, J. H. White, Mr. Brower, E. Lajard, T. E. Siles, John Miles, Lient. Sciencer. E. P. Plint, S. L. Carr, Miss Brickern, S. Gradway and In' & J. Hakeh. W. H. Comsteck. G. Brackett, J. M. Guera, W. Z. D. Alleo, N. C. Passett, N. Fry, M. Benordt, M. Bonardur, R. Hannister, F. Salbeery E. H. Nehole, C. C. Page, M. & Y. Z. D. Alleo, N. C. Passett, N. Fry, M. Benordt, M. Bonardur, R. Hannister, F. Salbeery E. H. Nehole, C. C. Page, M. & Y. Attes, R. C. Raddott, J. Fallor, C. Hoffmire, J. Hison, D. P. Alleo, N. G. Harte, R. C. Raddott, J. Fallor, C. Hoffmire, J. Hison, D. P. Alleo, R. G. Barte, R. G. Raddott, J. Fallor, C. Hoffmire, J. Hison, D. P. Alleo, J. Hallam, J. S. Hogan, H. Glem, J. S. Woods, G. C. Harte, M. B. F. Davis, A. Piest, M. M. Steele, W. Simmona, D. Ed. Farste, R. Wilker, J. Brinkernoff, F. Crawford, Jas Mallor, J. H. Jeggett, J. A. Hull, P. Mellocky, J. Burns, J. C. White, N. Bobe, W. E. Cardwell, S. F. McNary, J. A. Leggett, J. Philipsock, J. Stewart, E. Ollson, A. Freiert, J. Seebern, G. Lawton, N. Fillis, D. McNamoe, J. Bichland, W. Boale, H. Mislagway, G. King, F. Gould, M. G. G. M. Halle, W. Boeemaker, W. H. Finber, Chos. Christian, B. Hill. M. Hardway, G. King, F. Gould, T. Kencoll, Mr. Choyn and J. and, J. S. Hodrick, Mr. Dreslaw and lady, A. M. Tavis, M. avy Leop and two children, W. Fesbern, M. Follandberr, A. M. Yrean, C. H. Taber, J. York, R. McKenna, Mr. Taber. J. Smith, J. H. Randall, O. H. Waterman, J. R. Weed, and G. Ay Jaborers from Panama Relived.—164al, 185.

District National Price of City News.

District National Price of City News.

District National Price of City News.

A feet of Greene was taken with a fit on Thursday more sing, and fell in the street, at the corner of Greene was A york streets. He was conveyed to the beat, at the, foot of York street, where he died during the after you. He was no intemperate man.

Fixer — The two young men arrested on Thursday evening, for reckless driving while passing of from the ferry boat, with wagons belonging to the United States of the control of the Control City, and ware fixed 36 each for their recallessness.

Mornus and Disear Rathmond — The trains of this road now leave the depot of the New Jorsey Railroad, in Jersey City, regularly, the connection having been made. New Hall —The Jersey City United Americans have determined to creek a new hall for their accommodation.

A site has not yet been selected.

ARBIVAL OF THE EMPIRE CITY.

Highly In eresting from the lathmy. South America and Australia.

THE RUSSIAN PACIFIC SQUADRIN.

THE CAPTURE OF A RUSSIAN BARK.

News from Micaragua, New Gramada, Chili, Peru, the Chincha Islands, Costa Rica, and the West Coast of Mexico.

ADDITIONAL FROM SAN JUAN DE NICARAGUA.

THE NEW GRANADIAN REVOLUTION.

Thrilling Account of the Destruction of the Ship Townsend.

The ateamship Empire City, Capt. Rathban, with the Colliprais mail, arrived yesterday morning in pine days and ten hours from Aspinwall. The following passengers died on beard the Ru-phe City, and were buried at sea:—James Thompson, sgt d 303 Garrett Stage, aged 33; aud Patrick

Sweeney, aged 35; all of Coagres fever. The following is the Smpire City's Lat of | TREASURE ON PRESENT: 01 | John Cunning ham. St.,000 | W. Hoge' & Co... \$116,000 | John Purand & Co... 18,200 | Duresu, Sherman | 16,000 | Architectes | 16,000 | Architectes | 16,000 | Architectes | 16,000 | Architectes | 172,000 | Architectes |

Total......\$1,127,058 We are indebted to the purser and to Adams & Co. and Wells & Co's, expresses for files of Californis and other papers.

The paper contains a thrilling account of the destruction by fire of the ship Townsend, of Boston, for San Francisco, Captain Woodcoon, on the 25th of May, in latitude 35 deg. south. . The captain and :ew twenty-four in number, had to take to the h ats during very heavy weather, and after a voy. on t of twenty-four of the crow succeede d in reaching Juan Pernandez, where they were hospitably receis red and ferwarded to Valparaiso.

THE WEST COAST OF MEXICO. FROM BESS OF THE EEVOLUTION-HEALTH AND CON-TINGED ACTIVITY OF ALVAREZ.

We have received from Acapulco our files of the Boleta : Oscial del Yercito Restaurador de la Liberted, (the organ of Alvarez.) to the 15th of July, and from them, as well as from the letters of our correspendents, we learn that the revolution, though its fires are stambering for a while, is gaining strength day by day, and is actually progressing with rapid strides. As to Alvarez himself, far from being dead or in ill health, as his enemies have stated, he is in the mountains, near Acapaico, surrounded on all sides by his faithful adherents. gathering strength for another winter campaign, the success of which is even now beyond a doubt. On the 11th, the Chief was at Providencia, whence he issued several despatches upon the present state of affairs. From these it would appear, that the people of Coyuca have declared in favor of the revo-

timary programma. In a despatch of the same date to Don. The Mcreno, at Acapulco, General Alvarez gives the fellowing extract from a letter written to him by Juan rancisco Mariano, an officer in his service: - "I beg to inform your Excellency, that on the let of July instant, being encamped in the Corro de Teogintia I received information that the people of Acatepes and different other people of the district of Tapa that they needed assistance. This was given, and as soon as the enemy heard of it they marche three hundred men against us. The skirmish was brief; almost as soon as they encountered our troops they retreated, and after a hot pursuit of two hours duration they were overtaken and completely routed -leaving in our possession seventy-nine guns, with ammunition, horses, mules, &c. On our side there

nice men and six wounded." .. Another despatch from General Alvarez, dated Providencia, July 16, announces that the people of the State of Minhoscan have in large numbe s declased their ashesion to the revolutionary programme, as also the inhabitants of the mining dis. rict of Guadalupe. In the latter place the programme has been formally procledmed.

The following summary appears in the B setin of the 15th of July :-Propuncismentos multiply: victories over the

forces of ex-General Santa Anna succeed each other everywhere. We have heard of the reverses safered by the enemy in Costa-Guica, in the district of Ajw bitlan, and in Telolospam; and now we have to and ounce to the public the brilliant success that has attended our troops in Hustano, under the com-V abamonde; also of the victories of Cerro de lass State of Michoscan. We have to deplore the of many Moxicans some sacrificed to the ambition sole ourselves with the hope that in the State of Michoscan there will be no more spilling of Mexican blood, since we have reason to believe that, in this part of the country at least, there exists no longer any cause for enacting the horrors of a civil

from different places in the republic have reported themselves to his Excellency the Comma Chief, who is in Providencia, in order to receive instructions, that all may act conjointly in future ope-The press of Mexico, and of other cities yet en-

slaved, continue to give expression to the most strocious calumnies against the chiefs of the liberating army, and against all who have joined its ranks. For want of argument, they employ the most foul epithets of abuse in their condemnation; but these writers, without honor and without cos science, we will not condescend to notice, but consign both themselves and their miserable produc tions to oblivion.

OUR ACAPULCO CORRESPONDENCE Quick Passages of the Steamers-Breaking Up a the Blockade-Alvarez and his Adherents-Pro

gress of the Revolution-H. R. M. ship Dido-The Weather. The fine steamers of the Pacific Mail Stea Company's line, Golden Gate and Californ one from Panama and the other from San Francis

arrived here to-day, both having made uneq

passages. Indeed, Captain Le Roy, of the vessel, is remarkable in this point of view. We have no items of news of great couse. Indeed, since Captain Dornin, of the Porta (now gone to Callao,) removed the bloc squadron, and with it those guns wese boo